

## Coast Guard, DOT

## § 45.175

least one accessible automatic nonreturn valve if the space is regularly visited by the crew.

(e) Through-hull piping systems in machinery spaces may have valves with positive means for closing at the shell if the controls are readily accessible and have indicators showing when the valves are not closed (nonreturn valves are not required).

### § 45.157 Scuppers and gravity drains.

Scuppers and gravity deck drains from spaces above the freeboard deck that penetrate the shell below a line 24" or .05B above the summer loadline, whichever is greater, must have an automatic nonreturn valve. This valve may be omitted if the piping is of thickness not less than extra heavy pipe.

### § 45.159 Special conditions of assignment for type A vessels.

The lower freeboards allowed for type A vessels allow water on deck for greater percentages of time. Therefore the following additional requirements must be met to qualify for type A freeboards:

(a) Machinery casings must be protected by an enclosed superstructure or deckhouse unless intact bulkheads are used on all sides on the freeboard deck.

(b) Exposed machinery casings may be fitted with weathertight doors providing they lead to a space or passageway as strong as an enclosed superstructure from which a second interior weathertight door is provided for access to the engine room.

(c) Hatchways on the exposed freeboard or forecastle decks must be provided with watertight covers of steel.

(d) Unless a separate fore and aft access is provided below the freeboard deck, a permanent fore and aft gangway must be fitted at the superstructure deck level between poop and all other deckhouses used in the essential operation of the vessel.

(e) Type "A" vessels must be fitted with open rails for at least half the length of the exposed parts of the weather deck. Where superstructures are connected by trunks, open rails must be fitted for the whole length of

the exposed parts of the freeboard deck.

## Subpart E—Unmanned River Service Dry Cargo Barges

SOURCE: CGD 84-58, 50 FR 19533, May 9, 1985, unless otherwise noted.

### § 45.171 Purpose.

This subpart prescribes conditions under which certain unmanned river service dry cargo barges may be exempt from the load line and marking requirements. In lieu of these requirements, they are subject to special certification and operating requirements.

### § 45.173 Vessels subject to this subpart.

(a) This subpart applies to a vessel that is—

(1) An unmanned river service dry cargo barge with a length to depth ratio not to exceed 22 and built to at least the minimum scantlings of the American Bureau of Shipping River Rules;

(2) Operated on the Great Lakes on a voyage between Calumet Harbor, Chicago, Illinois and Burns Harbor, Indiana and intermediate ports on Lake Michigan;

(3) Operated during fair weather condition only; and

(4) Carrying only dry cargoes that have not been designated as hazardous under 46 CFR part 148 or 49 CFR subchapter C.

### § 45.175 Certification.

(a) In order to be exempt from the load line and marking requirements of this part, the owner of a vessel must apply for exemption in writing to the Officer in Charge, Marine Inspection, Chicago, Illinois. The application may be in any form and must be signed by the owner or an officer authorized to represent the barge's owner. The mailing address is Commanding Officer, U.S. Coast Guard Marine Safety Office, 610 S. Canal Street, Chicago, Illinois, 60607. No form or certificate will be returned, however, the owner's certification will be kept on file at the Marine Safety Office, Chicago. The owner of a barge for which a load line exemption is in effect shall notify the OCMI,